(c) the number of persons injured and the amount of compensation paid to them;

(d) whether it is a fact that in a similar situation with regard to non-functioning of scat belt signs on an Air India flight in August, 1992 in Hong Kong-Osaka route, resulted in equipment being damaged and some passengers being hurt;

(c) if so, what are the details thereof; and

(f) what action Government have taken in the above mentioned incidents and also against the persons found responsible?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Air India A-310 aircraft VT-EJL while operating flight from Singapore and Madras on 7.9.92, went through certain violent manoeuvres for a short duration. The incident was caused by wrong input given by the First Officer. The Commander immediately took over controls manually and brought the aircraft to proper *attitude'.

(c) 12 persons received injuries. No claim for compensation has been received.

(d) No, Sir.

(c) Does not arise.

(f) Both the Commander and First Officer of the concerned flight have been grounded after completion of the flight.

Inadequate safety measures at Airport

16. SHRI SHIV PRATAP MISHRA: SHRI TINDIVANAM G. VENKATRAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the pilots of Indian Airlines threatend in October 1992 to stop flying to airports which did not have adequate safety;

(b) if so, what are the details of such airports in the country, and the reasons for which safety aids are not provided;

(c) what are the details of pilots which left Indian Airlines during the last one year due to lack of safety aids; and

(d) the measures Government propose to take to better equip the airports?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Indian Commercial Pilots Association on the 10th October, 1992 had advised their members not to fly to airports which lacked certain navigational aids.

(b) AH the airports where flights of Indian Airlines operate are equipped with navigational facilities essential for safe operation in accordance with procedures prescribed for different situations.

(c) No pilot during the last one year has left Indian Airlines on this ground.

(d) Upgradation of navigational aids and air traffic control facilities at various airports in the country is a continuing process and is taken up in a phased manner depending upon the requirements projected and resources available.

Exodus of pilots of Indian Airlines during last one year

17. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVIL AVIATION & TOURISM be pleased to state:

(a) what is the number of pilots of Indian Airlines who quit the job during the last one year and the reasons for an exodus of pilots; and

(b) the measure taken by Government to check the exodus?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) During the period between November 1991 and October 1992, 35 pilots have submitted resignation. 16 pilots resigned due to personal/domestic reasons, 12 did so without assigning any reasons and 7 left to join Air India.

(b) While the senior pilots on roll are not bound by any bond, all the pilots who have joined the Airlines recently are